

## *Minute Action*

### AGENDA ITEM: 21

**Date:** June 2, 2010

**Subject:** Financial Commitment to the Southern California Regional Rail Authority (SCRRA) for Fiscal Year 2010/2011

- Recommendation:\***
1. Approve the Fiscal Year 2010/2011 operating assistance financial contribution to the SCRRA in the amount of \$9,565,800, with \$2,000,000 from Measure I 2010-2040 Metrolink/Rail Service Fund and the \$7,565,800 Valley Local Transportation Funds (LTF) Apportionment as identified in the Financial Impact Section.
  2. Approve the Fiscal Year 2010/2011 capital assistance financial contribution to the SCRRA in the amount of \$4,950,306 of which \$3,960,244 will be provided from Federal Transit Administration (FTA) Section 5309 Rail Modernization funds and \$990,061 from the Measure I 2010-2040 Metrolink/Rail Service Fund as identified in the Financial Impact Section.

**Background:** The Joint Powers Agreement forming the Southern California Regional Rail Authority (SCRRA) requires that a Preliminary Budget be presented to the member agencies by May 1<sup>st</sup> of each year. On April 23<sup>rd</sup> the SCRRA Board authorized the release of the Fiscal Year 2010/2011 Preliminary Budget (copies have been included with the agenda). Each member agency must approve its financial contribution to the budget before the adoption of a Final Budget by the SCRRA Board no later than June 30<sup>th</sup> of each year.

\*

*Approved  
Board of Directors*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

The proposed Preliminary Budget for Fiscal Year 2010/2011 totals \$198.4 million in new funding requests. This amount consists of \$173.3 million for operations and \$25.08 million for rehabilitation and renovation. The Preliminary Budget includes a system-wide 6% average fare increase. Farebox and other operating revenues offset 52.8% of the operating cost. The remaining 47.2% is shared with the five member agencies. Of the remaining amount, SANBAG's share is 11.7% or \$9,565,800 and will come from a combination of Valley Metrolink/Rail Service Funds and Valley LTF apportionment.

The proposed capital budget is comprised of rehabilitation and renovation projects. SANBAG's share of the rehabilitation and renovation budget is \$4,950,306 of which 80% will be paid from the FTA Section 5309 Rail Modernization funds. Matching funds will come from the Valley Metrolink/Rail Service Fund.

In preparing the Preliminary Budget, SCRRA reviewed 12 trains for possible service reduction. However, the proposed operating budget only includes the elimination of four trains—one mid-day round trip each on the San Bernardino and Ventura County Lines. Additionally, as part of the proposed budget, SCRRA has proposed implementation of fair policy changes. Revised fair policy changes include the reduced validity period of 10-trip tickets and reduced senior discounts.

In addition, staff is working with SCRRA to recover carryover of approximately \$2.6 million. When the final amount and process for recovering the carryover amount is determined, staff will return with a subsequent agenda item and budget amendment to account for those funds.

***Financial Impact:*** The contribution to SCRRA Budget is consistent with the proposed Fiscal Year 2010/2011 Budget, Task Numbers 37711000 Commuter Rail Operating Expenses and Task Number 37911000 Commuter Rail Capital Expenses. SANBAG's share of operating expenses, including the additional revenue from the 6% fair increase and the service reduction of one mid-day train, is \$9,565,800. SANBAG's contribution will be funded by \$2,000,000 Valley Metrolink/Rail Service Funds and \$7,565,800 in Valley Local Transportation Funds. The total contribution to SCRRA for capital projects is \$4,950,306. Of this amount \$3,960,244 will be made available from FTA Section 5309 Rail Modernization funds which SCRRA will apply for. The remainder of \$990,061 will be comprised of Valley Metrolink/Rail Service Funds.

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***Reviewed By:*** This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on May 20, 2010.

***Responsible Staff:*** Mitch Alderman, Director of Transit and Rail Programs



SANBAG

Bcc:

Mitch Alderman

**RECEIVED**

**MAY - 3 2010**

**SAN BERNARDINO  
ASSOCIATED GOVTS**

Per the actions of the Board at its meeting of April 23, 2010.

April 30, 2010

Ms. Deborah Robinson-Barmack  
Executive Director  
San Bernardino Associated Governments  
1170 W 3rd St, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

Dear Ms. Barmack,

As you are aware, the SCRRA Board of Directors acted on April 23, 2010 to authorize the transmittal of information to our Member Agencies related to the Preliminary FY 2010-11 (FY11) Metrolink Budget.

As illustrated on the attached information, the Preliminary FY11 budget assumes SANBAG's contribution of new funding commitments for the SCRRA will equal \$14.5 million including \$9.6 million for Operations and \$4.9 million for Rehabilitation and Renovation.

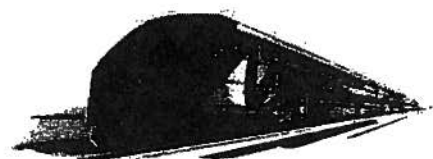
The Board also took action to include within the proposed budget a systemwide fare increase of 6%, the elimination or reduction of a number of fare policy discounts, and the elimination of 4 trains – one mid-day round trip on the San Bernardino and Ventura County Lines.

Finally, I have made a commitment to both the Board and the Member Agencies to return to the Board, within in 6 months, to provide a comprehensive evaluation of the FY 11 budget, its status, and with any changes I believe to be necessary.

I look forward to another year of our partnership and, if you should have any questions, comments or concerns, please do not hesitate to contact me directly or have any member of your staff contact Drew Phillips, Manager, Budgets at 213-452-0297.

Sincerely,

  
John E. Fenton  
Chief Executive Officer



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2010-11 BUDGET  
OPERATING SUBSIDY ALLOCATION BY COUNTY  
(\$000s)**

	<b>Total FY 10-11</b>	<b>LACMTA Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b>Expenses</b>						
Train Operations & Services	\$107,264.0	\$53,798.6	\$26,079.1	\$8,553.7	\$13,723.6	\$5,108.9
Maintenance-of-Way	27,721.8	15,728.5	6,069.1	685.4	3,501.7	1,737.2
Administration & Services	19,159.6	9,646.3	3,504.8	1,958.6	2,030.5	2,019.3
Insurance	19,185.0	9,841.9	4,455.0	1,466.9	2,663.6	757.7
<b>Total Expenses Incl. MOW</b>	<b>\$173,330.4</b>	<b>\$89,015.4</b>	<b>\$40,108.0</b>	<b>\$12,664.6</b>	<b>\$21,919.4</b>	<b>\$9,623.0</b>
<b>Revenues</b>						
Gross Farebox	76,001.0	40,756.8	16,484.0	5,430.1	10,983.3	2,346.8
Dispatching	2,992.3	1,513.9	953.1	31.2	111.2	382.9
Other Operating	1,452.7	878.2	269.0	111.1	143.1	51.4
Maintenance-of-Way	11,099.0	7,070.1	2,178.7	0.0	1,116.0	734.2
<b>Total Revenues</b>	<b>\$91,544.9</b>	<b>\$50,219.0</b>	<b>\$19,884.7</b>	<b>\$5,572.4</b>	<b>\$12,353.5</b>	<b>\$3,515.3</b>
<b>Total County Allocation</b>	<b>\$81,785.4</b>	<b>\$38,796.4</b>	<b>\$20,223.2</b>	<b>\$7,092.2</b>	<b>\$9,565.8</b>	<b>\$6,107.8</b>
<b>FY 2009-10 Amended Budget</b>	<b>77,824.5</b>	<b>39,883.5</b>	<b>15,592.8</b>	<b>6,940.6</b>	<b>9,174.1</b>	<b>6,233.5</b>
<b>Increase/(Decrease)</b>	<b>3,961.0</b>	<b>(1,087.1)</b>	<b>4,630.4</b>	<b>151.6</b>	<b>391.7</b>	<b>(125.7)</b>
<b>Percentage Change</b>	<b>5.09%</b>	<b>(2.73%)</b>	<b>29.70%</b>	<b>2.18%</b>	<b>4.27%</b>	<b>(2.02%)</b>

ANNUAL DISTRIBUTION BY COST COMPONENTS  
(\$000s)

	FY 08-09 Actual	FY 09-10 Budget	Proposed FY 10-11 Budget	FY09-10 vs FY10-11 Increase/ (Decrease) %	
EXPENSES	162,218.3	167,503.9	173,330.4	5,826.5	3.48%
REVENUES	92,796.5	89,679.4	91,544.9	1,865.5	2.08%
NET LOCAL SUBSIDY	69,421.8	77,824.5	81,785.4	3,961.0	5.09%

OPERATIONS

<b>Revenues</b>					
Farebox Revenue	73,057.0	71,799.1	76,001.0	4,201.9	5.85%
Dispatching	3,111.0	2,992.3	2,992.3	-	0.00%
Other Revenues	2,380.3	2,649.7	1,452.7	(1,197.0)	-45.18%
MOW Revenues	11,170.0	10,830.8	11,099.0	268.2	2.48%
Member Agency Revenues	55,861.0	61,336.1	62,600.4	1,264.4	2.06%
<b>Total Revenues</b>	<b>\$143,910.1</b>	<b>\$149,608.0</b>	<b>154,145.4</b>	<b>4,537.4</b>	<b>3.03%</b>
<b>Operations &amp; Services</b>					
Train Operations	25,677.0	28,908.1	33,547.4	4,639.4	16.05%
Equipment Maintenance	19,790.2	26,444.9	27,641.3	1,196.4	4.52%
Contingency (Train Ops)	-	-	-	-	0.00%
Fuel	20,796.5	12,684.9	15,319.4	2,634.5	20.77%
Non-Scheduled Rolling Stock Repairs	123.5	150.0	150.0	-	0.00%
Operating Facilities Maintenance	991.4	554.7	650.0	95.3	17.19%
Other Operating Train Services	228.5	333.3	401.4	68.1	20.44%
Rolling Stock Lease	1,512.9	681.8	382.9	(298.9)	-43.84%
Security - Sheriff	5,390.3	5,650.9	5,531.1	(119.7)	-2.12%
Security - Guards	910.4	1,218.6	975.0	(243.6)	-19.99%
Supplemental Additional Security	959.9	538.5	570.0	31.5	5.85%
Public Safety Program	564.9	530.0	390.0	(140.0)	-26.42%
Passenger Relations	1,421.8	1,619.6	1,429.9	(189.6)	-11.71%
Holiday Trains	279.9	231.7	217.1	(14.6)	-6.32%
TVM Maintenance/Revenue Collection	3,932.1	4,058.1	3,972.7	(85.4)	-2.10%
Marketing	952.8	1,125.0	954.5	(170.5)	-15.16%
Media & External Communications	625.4	620.3	518.5	(101.8)	-16.40%
Utilities/Leases	2,874.0	3,057.2	3,148.3	91.2	2.98%
Transfers to Other Operators	6,271.7	7,592.3	4,994.7	(2,597.6)	-34.21%
Amtrak Transfers	1,178.9	1,861.6	1,367.0	(494.6)	-26.57%
Station Maintenance	1,040.3	986.2	978.9	(7.3)	-0.74%
Rail Agreements	4,253.5	4,295.9	4,123.7	(172.1)	-4.01%
<b>Subtotal Operations &amp; Services</b>	<b>99,775.8</b>	<b>103,143.4</b>	<b>107,264.0</b>	<b>4,120.6</b>	<b>3.99%</b>
<b>Maintenance-of-Way</b>					
MoW - Line Segments	22,270.0	25,649.7	27,221.8	1,572.1	6.13%
MoW - Extraordinary Maintenance	661.2	500.0	500.0	-	0.00%
<b>Subtotal Maintenance-of-Way</b>	<b>22,931.2</b>	<b>26,149.7</b>	<b>27,721.8</b>	<b>1,572.1</b>	<b>6.01%</b>
<b>Administration &amp; Services</b>					
Salaries & Fringe Benefits	7,804.6	8,922.4	9,542.7	620.3	6.95%
Non-Labor Expenses	1,510.5	1,071.4	1,056.4	(15.0)	-1.40%
Indirect Administrative Expenses	10,058.0	9,162.5	7,641.5	(1,521.1)	-16.60%
Professional Services	1,646.4	658.5	619.0	(39.5)	-5.99%
<b>Subtotal Administration &amp; Services</b>	<b>21,019.5</b>	<b>19,814.8</b>	<b>18,859.6</b>	<b>(955.3)</b>	<b>-4.82%</b>
<b>Contingency (Non-Train Ops)</b>	<b>8.0</b>	<b>500.0</b>	<b>300.0</b>	<b>(200.0)</b>	<b>-40.00%</b>
<b>Total Expenses Including MoW</b>	<b>\$143,734.5</b>	<b>\$149,608.0</b>	<b>154,145.4</b>	<b>4,537.4</b>	<b>3.03%</b>

RISK MANAGEMENT

<b>Revenues</b>					
Member Agency Revenues	15,230.0	16,488.4	19,185.0	2,696.6	16.35%
PL/PD Revenues	3,078.2	1,407.5	-	(1,407.5)	-100.00%
<b>Total Revenues</b>	<b>\$18,308.2</b>	<b>\$17,895.9</b>	<b>19,185.0</b>	<b>1,289.1</b>	<b>7.20%</b>
<b>Insurance</b>					
Liability/Property/Auto	13,563.9	14,395.9	15,685.0	1,289.1	8.95%
Claims	4,222.5	2,500.0	2,500.0	-	0.00%
Claims Administration	697.4	1,000.0	1,000.0	-	0.00%
<b>Subtotal Insurance</b>	<b>18,483.9</b>	<b>17,895.9</b>	<b>19,185.0</b>	<b>1,289.1</b>	<b>7.20%</b>
<b>Total Expenses</b>	<b>\$18,483.9</b>	<b>\$17,895.9</b>	<b>19,185.0</b>	<b>1,289.1</b>	<b>7.20%</b>

FISCAL YEAR 2010-11 MAINTENANCE-OF-WAY BUDGET (\$000's)

Revenue Forecast Allocation

Line Segment/Territory	FY 10-11 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>9,879.7</b>	<b>5,966.2</b>	<b>2,178.7</b>	<b>0.0</b>	<b>1,000.6</b>	<b>734.2</b>
LA - San Bernardino	1,266.5	265.9	-	-	1,000.6	-
LA - Ventura (Burbank Jct to Moorpark)	1,853.2	1,119.0	-	-	-	734.2
LA - Lancaster	3,435.1	3,435.1	-	-	-	-
Fullerton - San Diego County Line	2,055.5	-	2,055.5	-	-	-
Olive Subdivision	123.2	-	123.2	-	-	-
Riverside Layover Facility	0.2	0.1	0.0	0.0	0.0	0.0
River Corridor	1,146.1	1,146.1	-	-	-	-
Extraordinary Maintenance (Derailments, Storm Damage)	-	-	-	-	-	-
<b>Non-Operating Lines</b>	<b>1,219.3</b>	<b>1,103.9</b>	<b>-</b>	<b>-</b>	<b>115.3</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	1,103.9	1,103.9	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	115.3	-	-	-	115.3	-
<b>Total</b>	<b>11,099.0</b>	<b>7,070.1</b>	<b>2,178.7</b>	<b>0.0</b>	<b>1,116.0</b>	<b>734.2</b>

Net Subsidy Allocation

Line Segment/Territory	FY 10-11 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>16,400.3</b>	<b>8,524.1</b>	<b>3,890.4</b>	<b>685.4</b>	<b>2,297.4</b>	<b>1,003.0</b>
LA - San Bernardino (1)	4,227.3	2,528.9	-	-	1,698.4	-
LA - Ventura (Burbank Jct to Moorpark) (2)	1,878.3	1,154.2	-	-	-	724.1
LA - Lancaster	2,347.4	2,347.4	-	-	-	-
Fullerton - San Diego County Line	3,638.0	554.1	2,892.6	165.4	25.9	-
Olive Subdivision	309.7	-	189.5	104.0	16.2	-
Riverside Layover Facility (3)	82.9	39.0	14.9	21.3	7.8	-
River Corridor (4)	3,416.6	1,622.9	676.5	379.2	492.0	246.0
Extraordinary Maintenance (5) (Derailments, Storm Damage)	500.0	277.7	116.9	15.4	57.2	32.9
<b>Non-Operating Lines</b>	<b>222.6</b>	<b>134.3</b>	<b>-</b>	<b>-</b>	<b>88.3</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	134.3	134.3	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	88.3	-	-	-	88.3	-
<b>Total</b>	<b>16,622.9</b>	<b>8,658.4</b>	<b>3,890.4</b>	<b>685.4</b>	<b>2,385.7</b>	<b>1,003.0</b>

Total Expenditure Forecast

Line Segment/Territory	FY 10-11 Budget	LACMTA	OCTA	RCTC	SANBAG	VCTC
<b>Operating Lines</b>	<b>26,280.0</b>	<b>14,490.3</b>	<b>6,069.1</b>	<b>685.4</b>	<b>3,298.1</b>	<b>1,737.2</b>
LA - San Bernardino	5,493.8	2,794.8	-	-	2,699.0	-
LA - Ventura (Burbank Jct to Moorpark)	3,731.5	2,273.2	-	-	-	1,458.3
LA - Lancaster	5,782.6	5,782.6	-	-	-	-
Fullerton - San Diego County Line	5,693.4	554.1	4,948.1	165.4	25.9	-
Olive Subdivision	432.9	-	312.7	104.0	16.2	-
Riverside Layover Facility	83.2	39.1	14.9	21.4	7.8	0.0
River Corridor	4,562.6	2,768.9	676.5	379.2	492.0	246.0
Extraordinary Maintenance (Derailments, Storm Damage)	500.0	277.7	116.9	15.4	57.2	32.9
<b>Non-Operating Lines</b>	<b>1,441.9</b>	<b>1,238.3</b>	<b>-</b>	<b>-</b>	<b>203.6</b>	<b>-</b>
Sierra Madre - Claremont (Pasadena Sub)	1,238.3	1,238.3	-	-	-	-
Baldwin Park Branch (San Bernardino Co.)	203.6	-	-	-	203.6	-
<b>Total</b>	<b>27,721.8</b>	<b>15,728.5</b>	<b>6,069.1</b>	<b>685.4</b>	<b>3,501.7</b>	<b>1,737.2</b>

- (1) MoW net subsidy split by route miles (59.82% LACMTA and 40.18% SANBAG).
- (2) MoW net subsidy split by train miles (62.08% LACMTA and 37.92% VCTC).
- (3) Net subsidy split by train miles of trains using the Riverside Layover, excluding San Diego County (46.98% LACMTA, 17.93% OCTA, 25.72% RCTC, and 9.36% SANBAG).
- (4) Split is assumed All Share (47.5% LACMTA, 19.8% OCTA, 14.4% SANBAG, 7.2% VCTC, and 11.1% RCTC) of cost in excess of revenues.
- (5) Split is assumed All Share for derailments (\$100,000) and percent of route miles owned (57.55% LACMTA, 24.27% OCTA, 1.07% RCTC, 10.69% SANBAG, and 6.41% VCTC) for storm damage, gate knockdowns, and vandalism.



MAINTENANCE-OF-WAY EXPENSE DETAIL BY LINE SEGMENT/TERRITORY  
(\$000s)

Line Segment/Territory	FY 08-09 Expenditure Budget	FY 08-09 Expenditure Actual	FY 09-10 Expenditure Budget	FY 10-11 Expenditure Budget	Variance FY 10-11 vs FY 09-10 Budget Over/(Under)	Variance FY 10-11 vs FY 09-10 Budget %
<b>Operating Lines</b>	<b>23,207.6</b>	<b>21,980.9</b>	<b>24,721.4</b>	<b>26,280.0</b>	<b>1,558.6</b>	<b>6.30%</b>
<b>LA - San Bernardino</b>	<b>4,923.3</b>	<b>4,679.7</b>	<b>5,271.9</b>	<b>5,493.8</b>	<b>221.9</b>	<b>4.21%</b>
Track	1,112.9	1,010.2	1,044.1	1,032.5	(11.6)	-1.11%
Signal & Communications	1,734.7	1,675.9	2,202.9	2,302.8	100.0	4.54%
Structures	220.3	246.8	183.5	181.3	(2.2)	-1.18%
Procurement	272.3	224.2	286.5	273.2	(13.4)	-4.67%
Other	858.0	796.6	1,033.0	1,147.0	114.0	11.04%
Agency Costs	725.1	726.0	521.9	557.0	35.0	6.71%
<b>LA - Ventura (Burbank Jct to Moorpark)</b>	<b>3,477.7</b>	<b>3,447.7</b>	<b>3,552.0</b>	<b>3,731.5</b>	<b>179.5</b>	<b>5.05%</b>
Track	1,044.3	1,060.6	943.5	969.9	26.4	2.80%
Signal & Communications	906.6	768.1	1,147.2	1,201.8	54.7	4.77%
Structures	174.7	134.8	132.4	130.8	(1.6)	-1.18%
Procurement	209.6	337.7	206.8	199.2	(7.6)	-3.66%
Other	619.2	627.3	745.5	827.8	82.3	11.04%
Agency Costs	523.3	519.2	376.7	401.9	25.3	6.71%
<b>LA - Lancaster</b>	<b>5,338.2</b>	<b>5,406.1</b>	<b>5,509.2</b>	<b>5,782.6</b>	<b>273.4</b>	<b>4.96%</b>
Track	1,416.4	1,778.1	1,401.6	1,397.5	(4.1)	-0.29%
Signal & Communications	1,205.9	1,190.4	1,503.0	1,611.0	107.9	7.18%
Structures	297.6	237.5	236.0	233.2	(2.8)	-1.18%
Procurement	362.1	242.7	368.6	349.2	(19.4)	-5.25%
Other	1,123.6	1,045.7	1,328.7	1,475.3	146.7	11.04%
Agency Costs	932.6	911.7	671.3	716.4	45.1	6.71%
<b>Fullerton - San Diego County Line</b>	<b>4,607.2</b>	<b>3,933.1</b>	<b>4,823.7</b>	<b>5,693.4</b>	<b>869.7</b>	<b>18.03%</b>
Track	1,252.7	972.2	1,169.1	1,371.2	202.0	17.28%
Signal & Communications	1,278.6	1,081.8	1,629.4	2,163.5	534.1	32.78%
Structures	220.3	175.8	183.5	181.3	(2.2)	-1.18%
Procurement	272.3	199.1	286.6	273.2	(13.4)	-4.67%
Other	858.1	772.2	1,033.1	1,147.2	114.0	11.04%
Agency Costs	725.2	732.0	522.0	557.0	35.0	6.71%
<b>Olive Subdivision</b>	<b>390.3</b>	<b>395.7</b>	<b>415.3</b>	<b>432.9</b>	<b>17.6</b>	<b>4.23%</b>
Track	113.1	106.4	108.0	112.8	4.8	4.43%
Signal & Communications	124.2	134.1	158.0	159.3	1.2	0.79%
Structures	16.2	12.4	13.5	13.4	(0.2)	-1.18%
Procurement	20.1	14.9	21.1	21.8	0.7	3.36%
Other	63.3	53.1	76.2	84.6	8.4	11.04%
Agency Costs	53.5	74.8	38.5	41.1	2.6	6.71%
<b>Riverside Layover Facility</b>	<b>79.6</b>	<b>59.3</b>	<b>78.3</b>	<b>83.2</b>	<b>4.9</b>	<b>6.20%</b>
Track	25.7	19.6	24.4	24.4	(0.0)	-0.03%
Signal & Communications	8.1	7.2	9.4	11.4	2.1	22.28%
Structures	4.9	0.1	4.0	4.0	(0.0)	-1.18%
Procurement	6.0	0.3	6.3	5.9	(0.5)	-7.29%
Other	18.9	17.8	22.8	25.3	2.5	11.04%
Agency Costs	16.0	14.3	11.5	12.3	0.8	6.71%
<b>River Corridor</b>	<b>3,891.2</b>	<b>3,398.1</b>	<b>4,571.1</b>	<b>4,562.6</b>	<b>(8.4)</b>	<b>-0.18%</b>
Track	848.0	805.2	824.6	850.4	25.8	3.13%
Signal & Communications	2,049.9	1,738.2	2,777.5	2,675.4	(102.1)	-3.67%
Structures	105.4	52.7	87.8	86.8	(1.0)	-1.18%
Procurement	130.3	104.5	137.1	134.6	(2.5)	-1.82%
Other	410.6	371.3	494.3	548.9	54.6	11.04%
Agency Costs	347.0	326.2	249.8	266.5	16.8	6.71%
<b>Extraordinary Maintenance</b>	<b>500.0</b>	<b>661.2</b>	<b>500.0</b>	<b>500.0</b>	<b>-</b>	<b>0.00%</b>
(Derailments, Storm Damage, Gate Knockdowns, Vandalism)						
<b>Non-Operating Lines</b>	<b>1,329.1</b>	<b>950.3</b>	<b>1,428.3</b>	<b>1,441.9</b>	<b>13.5</b>	<b>0.95%</b>
<b>Sierra Madre - Claremont (Pass. Sub.)</b>	<b>1,148.4</b>	<b>842.0</b>	<b>1,230.2</b>	<b>1,238.3</b>	<b>8.0</b>	<b>0.65%</b>
Track	253.7	106.2	233.6	225.3	(8.3)	-3.54%
Signal & Communications	371.5	356.5	486.2	468.9	(17.3)	-3.56%
Structures	55.5	7.5	46.2	45.7	(0.5)	-1.18%
Procurement	68.6	17.8	72.2	68.8	(3.4)	-4.69%
Other	216.3	173.2	260.4	289.1	28.7	11.04%
Agency Costs	182.8	180.7	131.5	140.4	8.8	6.71%
<b>Baldwin Park Branch (San Bernardino Co.)</b>	<b>180.6</b>	<b>108.3</b>	<b>198.1</b>	<b>203.6</b>	<b>5.5</b>	<b>2.78%</b>
Track	38.0	29.1	36.0	36.1	0.1	0.20%
Signal & Communications	75.8	27.7	96.9	96.8	(0.1)	-0.13%
Structures	7.1	-	5.9	5.8	(0.1)	-1.18%
Procurement	8.8	4.2	9.2	10.0	0.8	8.98%
Other	27.6	24.2	33.2	36.9	3.7	11.04%
Agency Costs	23.3	23.0	16.8	17.9	1.1	6.71%
<b>Total Maintenance-of-Way</b>	<b>24,536.7</b>	<b>22,931.2</b>	<b>26,149.7</b>	<b>27,721.8</b>	<b>1,572.1</b>	<b>6.01%</b>
Track	6,104.9	5,887.5	5,784.8	6,020.0	235.2	4.07%
Signal & Communications	7,755.5	6,979.8	10,010.5	10,691.0	680.5	6.80%

MAINTENANCE-OF-WAY EXPENSE DETAIL BY LINE SEGMENT/TERRITORY  
(\$000s)

Line Segment/Territory	FY 08-09 Expenditure Budget	FY 08-09 Expenditure Actual	FY 09-10 Expenditure Budget	FY 10-11 Expenditure Budget	Variance FY 10-11 vs FY 09-10 Budget Over/(Under)	Variance FY 10-11 vs FY 09-10 Budget %
Structures	1,102.1	867.6	892.9	882.3	(10.6)	-1.18%
Procurement	1,350.0	1,145.6	1,394.5	1,336.0	(58.5)	-4.20%
Other	4,195.6	3,881.4	5,027.1	5,582.1	554.9	11.04%
Extraordinary Maintenance	500.0	661.2	500.0	500.0	-	0.00%
Agency Costs	3,528.7	3,508.0	2,540.0	2,710.5	170.5	6.71%

# FISCAL YEAR 2010-11 FARE REVENUE FORECAST

Operating Line	Fare Revenues (\$000's)				
	FY08-09 Actual	FY09-10 Budget	FY10-11 Budget	% Increase From FY09 Act FY10 Bud	
San Bernardino					
Weekday	19,958.8	19,635.5	20,698.8	3.7%	5.4%
Weekend	1,448.8	1,485.8	1,681.7	16.1%	13.2%
Ventura County	6,114.9	5,937.6	6,087.3	-0.5%	2.5%
Antelope Valley					
Weekday	10,885.5	10,206.8	11,201.1	2.9%	9.7%
Weekend	886.9	945.8	1,045.4	17.9%	10.5%
Riverside	8,149.9	7,878.3	9,063.8	11.2%	15.0%
Orange County					
Weekday	14,789.2	15,657.3	15,425.0	4.3%	-1.5%
Weekend	475.6	377.6	462.9	-2.7%	22.6%
OC MSEP					
IEOC					
Weekday	5,875.2	5,495.0	5,533.2	-5.8%	0.7%
Weekend	322.6	245.4	249.7	-22.6%	1.7%
91	4,149.7	3,934.2	4,552.1	9.7%	15.7%
Totals					
Weekday	69,923.2	68,744.5	72,561.4	3.8%	5.6%
Weekend	3,133.8	3,054.6	3,439.7	9.8%	12.6%
<b>Total</b>	<b>73,057.0</b>	<b>71,799.1</b>	<b>76,001.0</b>	<b>4.0%</b>	<b>5.9%</b>

## FY2010-11 NON-FARE OPERATING REVENUES (\$000's)

### DISPATCHING AGREEMENTS

Agreement/Territory	FY08-09 Actual	FY09-10 Budget	FY10-11 Budget	Change from FY10 Budget
Amtrak Intercity	1,975.6	1,884.6	1,884.6	0.0%
Coast & Saugus Shared Use (UPRR/SPTC)	256.9	256.6	256.6	0.0%
East Bank Joint Facility (UPRR/SPTC)	89.3	88.1	88.1	0.0%
Mission Tower (UPRR/SPTC)	308.8	270.0	270.0	0.0%
San Diego & Olive Subdivision Shared Use (BNSF)	38.9	50.0	50.0	0.0%
Pasadena Subdivision Shared Use (BNSF)	55.6	63.0	63.0	0.0%
North County Transit District (NCTD)	385.9	380.0	380.0	0.0%
<b>Total</b>	<b>3,111.0</b>	<b>2,992.3</b>	<b>2,992.3</b>	<b>0.0%</b>

### OTHER REVENUES \*

Revenue Source	FY08-09 Actual	FY09-10 Budget	FY10-11 Budget	Change from FY10 Budget
Marketing Revenues	21.0	40.0	40.0	0.0%
Federal Funds	118.9	120.0	-	-100.0%
Amtrak TVM Revenues	270.9	337.7	337.7	0.0%
Lease Proceeds (Sounder/ACE Lease for overcrowding)	411.9	-	-	N/A
Insurance Recoveries	3,005.0	-	-	N/A
Interest	1,330.4	1,075.0	1,075.0	0.0%
Miscellaneous Revenues	300.3	-	-	N/A
<b>Total</b>	<b>5,458.5</b>	<b>1,572.7</b>	<b>1,452.7</b>	<b>-7.6%</b>
<b>Total Non-Fare Operating Revenues</b>	<b>8,569.5</b>	<b>4,565.0</b>	<b>4,445.0</b>	<b>-2.6%</b>

\* Other Revenues include one-time and other non-recurring sources.

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FISCAL YEAR 2010-11 BUDGET**  
**MAINTENANCE-OF-WAY REVENUE (\$000's)**

<b>Agreement/Territory</b>	<b>FY08-09 Actual</b>	<b>FY09-10 Budget</b>	<b>FY10-11 Budget</b>	<b>Change from FY10 Budget</b>
Amtrak Intercity	1,269.4	1,235.0	1,235.0	0.0%
LAUS Rail Yard Operations & Maintenance (Amtrak)	425.4	192.0	192.0	0.0%
Azusa Branch Shared Use (UPRR/SPTC)	101.7	106.0	106.0	0.0%
Baldwin Park Branch Shared Use (UPRR/SPTC)	211.0	260.0	260.0	0.0%
Coast & Saugus Shared Use (UPRR/SPTC)	4,727.5	4,200.0	4,800.0	14.3%
East Bank Joint Facility (UPRR/SPTC)	736.3	879.1	879.1	0.0%
Mission Tower (UPRR/SPTC)	56.8	60.0	60.0	0.0%
San Diego & Olive Subdivision Shared Use (BNSF)	1,362.2	1,500.0	1,368.0	-8.8%
Pasadena Subdivision Shared Use (BNSF)	2,050.6	2,269.8	2,070.0	-8.8%
State Grade Crossing (CPUC)	166.3	78.2	78.2	0.0%
Federal Funds/Other Revenue	62.8	50.7	50.7	0.0%
<b>Total</b>	<b>11,170.0</b>	<b>10,830.8</b>	<b>11,099.0</b>	<b>2.5%</b>

## round 8

notes: (1) potential approval (dependent on bond sale) no earlier than december 2010 of an additional \$1.0 million of prop 1a (pmiseaa) funding for vdc  
(2) potential approval in bid of an additional \$16.3 million of "jobs for main street" funding (acmraa) \$0.5 million, rcts \$0.2 million, sarbag \$2.6 million, vcts \$3.0 million  
(3) potential approval in may 2010 of an additional \$17.7 million of prop 1a funds availability dependent state selling bonds.

# **DISCUSSION ITEMS**

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 22

**Date:** June 2, 2010

**Subject:** Election of Officers for 2010/2011

**Recommendation:\*** Conduct election for President and Vice President of the SANBAG Board of Directors for 2010/2011.

**Background:** In accordance with the SANBAG Bylaws, the Board of Directors annually elects officers of the organization. This item provides for the election of officers for 2010/2011. Section B of the SANBAG Bylaws states:

The Office of President shall alternate annually between county representatives and city representatives. In years when the President is a county representative, the Vice President shall be a city representative and vice versa.

In accordance with SANBAG Policy No. 10002, the SANBAG Vice President shall serve as Chair of the Administrative Committee.

An informal practice has been established which rotates the city office holders among East Valley, West Valley, and Mountain/Desert city members, which would call for rotation of the Vice President seat to an East Valley city representative. A Chronology of Officers is attached to this agenda item for information. New officers will take office at the July Board of Directors and Administrative Committee meetings. Selection of policy committee chairs and vice chairs will be scheduled during the month of June.

\*

*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_



***Financial Impact:*** This item has no financial impact on the SANBAG budget. Staff activities related to officer elections is consistent with the adopted SANBAG budget, Task 60110000.

***Reviewed By:*** The date of this election was on the May Board of Directors agenda as a discussion item. This item has not been reviewed by any SANBAG policy committee. This item is consistent with agency bylaws and past practice.

***Responsible Staff:*** Duane A. Baker, Director of Management Services

## Attachment #1 SANBAG Chronology of Officers

List of Officers who have served on the SANBAG Board of Directors from 1973 to the present.

Term	President	Vice President
2009-2010	Paul Eaton City of Montclair	Brad Mitzelfelt Board of Supervisors
2008-2009	Gary Ovitt Board of Supervisors	Paul Eaton City of Montclair
2007- 2008	Lawrence Dale City of Barstow	Gary Ovitt Board of Supervisors
Jan. 2007- June 2007	Dennis Hansberger Board of Supervisors	Lawrence Dale City of Barstow
July 2006-Dec. 2006	Dennis Hansberger Board of Supervisors	James Lindley City of Hesperia
2005-2006	Kelly Chastain City of Colton	Dennis Hansberger Board of Supervisors
2004-2005	Paul Blane Board of Supervisors	Kelly Chastain City of Colton
2003-2004	Bill Alexander City of Rancho Cucamonga	Paul Blane Board of Supervisors
2002-2003	Bill Postmus Board of Supervisors	Bill Alexander City of Rancho Cucamonga
2001-2002	Jim Bagley City of Twentynine Palms	Bill Postmus Board of Supervisors
2000-2001	Dennis Hansberger Board of Supervisors	Jim Bagley City of Twentynine Palms
1999-2000	Robert Christman City of Loma Linda	Dennis Hansberger Board of Supervisors
1998-1999	Kathy A. Davis Board of Supervisors	Robert Christman City of Loma Linda
1997-1998	David Eshleman City of Fontana	Kathy A. Davis Board of Supervisors
1996-1997	Jon Mikels Board of Supervisors	David Eshleman City of Fontana
1995-1996	Jim Busby City of Victorville	Jon Mikels Board of Supervisors

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1994-1995	Jerry Eaves Board of Supervisors	Jim Busby City of Victorville
1993-1994	Laurie Tully-Payne City of Highland	Jerry Eaves Board of Supervisors
1992-1993	Barbara Cram Riordan Board of Supervisors	Laurie Tully-Payne City of Highland
1991-1992	Larry Rhinehart City of Montclair	Robert Hammock Board of Supervisors
1990-1991	Marsha Turoci Board of Supervisors	Larry Rhinehart City of Montclair
1990-1991	A.W. Bill Speyers City of Big Bear Lake	Marsha Turoci Board of Supervisors
1989-1990	Larry Walker Board of Supervisors	A.W. Bill Speyers City of Big Bear Lake
1988-1989	Elmer Digneo City of Loma Linda	Larry Walker Board of Supervisors
1987-1988	Jon Mikels Board of Supervisors	Elmer Digneo City of Loma Linda
1986-1987	Frank Carpenter City of Upland	Jon Mikels Board of Supervisors
1985-1986	Barbara Cram Riordan Board of Supervisors	Jon Mikels City of Rancho Cucamonga
1984-1985	Edward Dondelinger City of Adelanto	Barbara Cram Riordan Board of Supervisors
1983-1984	David McKenna Board of Supervisors	Edward Dondelinger City of Adelanto
1982-1983	John Longville City of Rialto	David McKenna Board of Supervisors
1981-1982	Cal McElwain Board of Supervisors	John Longville City of Rialto
1980-1981	Homer Briggs City of Ontario	Cal McElwain Board of Supervisors
1979-1980	Robert Hammock Board of Supervisors	Homer Briggs City of Ontario
1978-1979	Chresten Knudsen City of Redlands	Joe Kamansky Board of Supervisors
1977-1978	Robert Townsend Board of Supervisors	George Goldsmith City of Barstow
1976-1977	Eileen Carter City of Chino	Robert Townsend Board of Supervisors
1975-1976	James Mayfield Board of Supervisors	Jack Cummings City of Redlands
1974-1975	John McCarthy City of Upland	James Mayfield Board of Supervisors
1973-1974	Nancy Smith Board of Supervisors	John McCarthy City of Upland

## *Minute Action*

AGENDA ITEM: 23

**Date:** June 2, 2010

**Subject:** Inland Empire Annual Survey

**Recommendation:**\* Receive report on results of the 2010 Inland Empire Annual Survey and provide direction to SANBAG staff, if required.

**Background:** Since 1997, The Board of Directors has helped sponsor an annual survey about transportation and quality of life issues in San Bernardino County. The 13<sup>th</sup> Annual Inland Empire Annual Survey was conducted by the Institute of Applied Research and Policy Analysis, California State University, San Bernardino, between February 9 - 22, 2010.

The Consortium will release its survey results publicly following the SANBAG Board meeting on June 2, 2010. The survey produces important information for both public and private sector decision-makers by measuring:

- Public optimism or skepticism regarding the regional economy, personal economic well-being, and employment issues;
- Commuting distances and destinations for employed county residents;
- Lifestyle choices as they may pertain to transportation planning;
- Public perception of key policy issues and the quality of public services in the Inland Empire;

\*

*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

- Demographic characteristics of the public that have important policy implications, as well as views on amenities like shopping, educational opportunities, entertainment, and recreation; and
- Statistical differences between subareas of San Bernardino County.

This is the thirteenth year the Board of Directors has sponsored a survey of county residents. A PowerPoint presentation on the survey results will be provided.

***Financial Impact:*** This item has no immediate impact upon the budget. Funding for the survey is consistent with the adopted budget for Publications and Public Outreach, Task No. 60510000.

***Reviewed By:*** This item has not had prior policy committee review.

***Responsible Staff:*** Jane Dreher, Public Information Officer

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 24

**Date:** June 2, 2010

**Subject:** Update on California-Nevada Interstate Maglev Project

**Recommendation:**\* Receive presentation from M. Neil Cummings, President of American Magline Group on the status of the California-Nevada Interstate Maglev Project.

**Background:** The California-Nevada Super Speed Train Commission and American Magline Group are a public-private partnership seeking to build a high speed ground transportation system between Nevada and Southern California. This report will be an opportunity for representatives of this partnership to update the SANBAG Board on the current status of the project and their plans for the future.

**Financial Impact:** This item has no financial impact to SANBAG.

**Reviewed By:** This item has not received previous policy committee review.

**Responsible Staff:** Duane A. Baker, Director of Management Services

*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

## *Minute Action*

AGENDA ITEM: 25

**Date:** June 2, 2010

**Subject:** SANBAG 2010/2011 Proposed Budget

- Recommendation:\***
1. Conduct the Public Hearing on the Proposed 2010/2011 SANBAG Budget.
  2. Adopt the SANBAG Fiscal Year 2010/2011 Budget with the following revisions:
    - A. Revise Estimated Fiscal Year 2010/2011 Revenues (page 31 of the budget document) Grants and Other Revenue Category as follows:
      - i. Add Proposition 1B Traffic Light Synchronization Funds in the amount of \$2,000,000
      - ii. Add Department of Energy Funds in the amount of \$7,291,195
      - iii. Add California Department of Energy Funds in the amount of \$6,971,967
      - iv. Increase Local Funds/Reimbursements in the amount of \$4,890,000 for a new total of \$22,125,025.
      - v. Decrease Congestion Mitigation and Air Quality Funds in the amount of \$1,620,000 for a new total of \$26,582,899
      - vi. Decrease Other Revenues in the amount of \$34,658 for a new total of \$8,101,570
      - vii. Decrease Congressional Authorization (Federal Demonstration Funds) in the amount of \$5,254,018
    - B. Revised Estimated Revenues (page 32 of the budget document) and increase Measure I revenue by \$3,000,000 from \$105,000,000 to 108,000,000
    - C. Revise total revenue for Budget as of 02/03/10 to \$321,166,854 on page 32 of the budget document

*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

D. Revise Task No. 37711000, Commuter Rail Operating Expense, to increase the task amount by \$515,300 from \$9,275,700 to \$9,791,000 for contributions/other agencies. (See Agenda Item 21)

E. Revise Task No. 70111000, Valley Signal Coordination Program, to reflect the availability of \$2 million in Proposition 1B Traffic Light Synchronization Program (TLSP) funds, thereby reducing Congestion Mitigation/Air Quality funding from \$4,120,000 to \$2,500,000 and Measure I Valley Traffic Management and Environmental Enhancement funding from \$597,546 to \$217,546 for an unchanged new budget total of \$4,717,546; reflect an encumbrance of \$3,043,451 for an actual/planned budget of \$7,760,997.

F. Revise Task No. 84211000, I-10 Tippecanoe Interchange to decrease the Federal Demonstration Funds of \$5,524,018 to \$0 and increase City of San Bernardino Funds by \$1,630,000; City of Loma Linda Funds by \$1,630,000; Inland Valley Development Funds by \$1,630,000; and Measure I Interchange Project Funds by \$364,018 with no change to the new budget of \$6,154,018. (See Agenda Item 17 and 18)

G. Revise Task No. 8121100, Clean Fuels Implementation, to increase task in the amount of \$14,228,504 funded by \$7,256,537 Department of Energy Funds and \$6,971,967 California Energy Commission Funds for a total new budget of \$14,401,796.

H. Create new Task No. 883110000, SR 210/Pepper Avenue Interchange in the amount of \$1,432,484, funded by Measure I Valley Major Projects Funds by reducing Task No. 8201100, SR210 Final Design in the amount of \$1,432,484 for a new task total of \$221,157.

I. Create new Task No. 88411000, Laurel Street Grade Separation in the amount of \$1,909,181 funded by Measure I 2010-2040 Valley Major Streets Projects Funds.

***Background:***

The SANBAG Fiscal Year 2010/2011 proposed budget has been developed in accordance with the schedule adopted by the Board of Directors on February 3, 2010. The proposed budget documents were distributed to the members of the Board of Directors prior to the May 12, 2010 meeting.

Task level budget development has been completed relative to all of the activities included in the Fiscal Year 2010/2011 budget. SANBAG's budget process is structured to provide for the maximum level of input from SANBAG policy committees. Each policy committee has reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by at least one of the policy committees.

SANBAG's budget process began with a review of the Board of Director's direction as it relates to short term goals and how it integrates with long term goals and objectives. Simultaneous with this review, staff analyzes available resources.



SANBAG develops a program based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for the 2010/2011 Budget. The Budget Summary shows the anticipated revenues and expenditures for new activity for the upcoming fiscal year.

Estimated Revenues FY 2010/2011 for Grants and Other Revenue category is amended to reflect the availability of additional funding such as Proposition 1B Proposition Traffic Light Synchronization Program, Department of Energy and California Department of Energy funds.

Estimated revenues for FY 2010/2011, with amendments, total \$377,386,404. Total revenue for the prior budget year (Page 32) is amended to \$321,166,854 to reflect the American Recovery and Reinvestment Act Funds on Page 31 not included in the total revenue amount (Recommendation C)

Originally \$5,254,018 in Federal Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) funds for the Tippecanoe/Anderson Street Interchange project final design phase was proposed to be included in the budget. Unable to secure authorization to use these funds for final design due a technicality, the Federal funds are now proposed to be programmed on the right-of-way phase and an equal amount of local funds (City of Loma Linda, City of San Bernardino, Inland Valley Development Agency and Measure I) reprogrammed from the right-of-way phase to the final design phase of the project, resulting in a zero sum change in overall funding. The proposed revision to the draft budget reflects this change. (Recommendation vii)

Task No. 37711000, Commuter Rail Operating Expense, is revised to provide for additional operating assistance financial contribution to the SCRRRA and will be funded by increased estimated LTF revenue.

Task No. 81211000, Clean Fuel Implementation, is revised to provide for additional grants received from the California Energy Commission and Department of Energy for the Ryder truck conversion.

Budget for Task No. 88311000, SR210/Pepper Avenue Interchange was originally included under Task 82111000 SR 210 Final Design. However, after further consideration a separate task number is being created to this project in order to facilitate project controls and financial tracking specific to this project. (Recommendation H)

Task No. 88411000, Laurel Street Grade Separation, is created as a result of the recently approved Memorandum of Understanding for the Colton Crossing project which includes a commitment from SANBAG to deliver and fund a portion of the Laurel Street Grade Separation. (Recommendation I)

SANBAG has reviewed the past two quarters of Local Transportation Fund receipts and is of the opinion that the LTF estimate may be increased by

approximately \$6 million. Pursuant to Section 6620 of the California Code of Regulations, the San Bernardino County Auditor/Controller must provide a revised or updated estimate of revenue. Although the proposed FY 2010/2011 SANBAG budget reflects the original estimate provided by the San Bernardino County Auditor/Controller, SANBAG will be initiating a review of that estimate with the San Bernardino County Auditor/Controller and will bring the result of that review to the SANBAG Board for formal action in accordance with California Code of Regulations requirements.

***Financial Impact:*** The 2010/2011 proposed budget, with amendments, totals \$368,558,202 for new budget activity and \$127,771,501 in estimated encumbrances. The total budget of \$496,329,703 will establish the work program and financial approvals to guide the organization throughout the coming fiscal year.

***Reviewed By:*** This item was reviewed by the Administrative Committee on May 12, 2010 and unanimously recommended for approval.

***Responsible Staff:*** William Stawarski, Chief Financial Officer

San Bernardino Associated Governments

Estimated Revenues

Fiscal Year 2010/2011

Category of Revenue	Actual FY 2008/2009	Budget As of 2/3/10	Estimate FY 2010/2011
<b>Grants and Other Revenue</b>			
Congestion Mitigation and Air Quality	11,188,821	29,141,594	26,582,899
Congressional Authorizations	0	540,000	0
Traffic Congestion Relief Program	6,129,793	22,648,570	2,060,000
Proposition 1B Traffic Light Synchronization	0	0	2,000,000
Corridor Mobility Improvement Account	0	9,600,000	21,100,000
Transportation Enhancement Activities	7,185	4,600,000	3,540,000
American Recovery and Reinvestment Act Funds	0	29,769,967	54,246,213
Regional Improvement Program	31,059,140	2,520,000	32,644,000
Surface Transportation Program	242,400	2,400,000	24,078,503
Interregional Improvement Program	490,358	2,344,200	0
Longer Life Pavement	445,000	640,000	0
Department of Energy Funds	0	0	7,291,195
Sales Tax Revenue Note Proceeds	260,474,214	0	0
California Department of Energy Funds	0	0	6,971,967
Planning, Programming and Monitoring	1,200,000	1,200,000	1,200,000
SAFE Vehicle Registration Fees	1,632,912	1,500,000	1,500,000
Freeway Service Patrol	1,042,252	1,499,606	1,462,844
Rail Assets	349,102	200,000	250,000
Rail Speedway Ticket Sales	52,127	51,000	0
Local Funds/Reimbursements	14,968,785	24,990,346	22,125,025
Other Revenue	5,843,179	3,779,820	8,101,570
<b>Sub-Total</b>	<b>335,125,268</b>	<b>137,425,103</b>	<b>215,154,216</b>
<b>Local Transportation Fund</b>			
Administration	550,000	425,000	450,000
Planning	2,192,326	1,949,745	1,626,966
Rail	9,662,043	8,548,590	7,275,700
Pass-Through	53,331,628	54,068,165	44,879,522
<b>Sub-Total</b>	<b>65,735,997</b>	<b>64,991,500</b>	<b>54,232,188</b>
<b>State Transit Assistance Fund</b>			
Rail	1,118,197	0	0
Pass-Through	12,652,143	884,410	0
<b>Sub-Total</b>	<b>13,770,340</b>	<b>884,410</b>	<b>0</b>

Category of Revenue Continued on Next Page

*Category of Revenues Continued... ..*

Category of Revenue	Actual FY 2008/2009	Budget As of 2/3/10	Estimate FY 2010/2011
<b>Measure I 1990-2010</b>			
Administration	1,211,099	883,994	0
Mountain/Desert Local Pass-Through	21,560,063	15,752,770	0
<i>Measure I 1990-2010 Valley</i>			
Major Projects	52,601,366	38,034,187	0
Arterial	11,436,790	8,611,514	0
Commuter Rail	7,621,249	5,741,009	0
Elderly/Disabled Transit	5,713,478	4,305,757	0
Traffic Management Environmental Enhancement	1,907,771	1,435,252	0
Local Pass-Through	19,058,038	13,634,897	0
<b><i>Sub-Total Measure I 1990-2010</i></b>	<b><i>121,109,854</i></b>	<b><i>88,399,380</i></b>	<b><i>0</i></b>
<b>Measure I 2010-2040</b>			
Administration	0	294,665	1,080,000
Cajon Pass	0	809,553	2,954,456
<i>Measure I Valley – 2010-2040</i>			
Freeway Projects	0	6,497,913	24,211,961
Freeway Interchange Projects	0	2,464,726	9,183,847
Major Street Projects	0	4,481,320	16,697,904
Metrolink /Rail Service	0	1,792,258	6,679,162
Senior/Disabled Transit	0	1,792,258	6,679,162
Express Bus/Bus Rapid Transit Service	0	448,132	1,669,790
Traffic Management Systems	0	448,132	1,669,790
Local Street Projects/Pass-Through	0	4,481,320	16,697,903
<i>Measure I Mountain/Desert 2010-2040</i>			
Major Local Highway Projects	0	1,489,046	5,119,006
Senior/Disabled Transit	0	297,809	1,023,801
Local Street Projects (68%)	0	4,050,205	14,046,554
Project Development/Traffic Management (2%)	0	119,124	286,664
<b><i>Sub-Total Measure I 2010-2040</i></b>	<b><i>0</i></b>	<b><i>29,466,461</i></b>	<b><i>108,000,000</i></b>
<b>TOTAL REVENUES</b>	<b>535,741,459</b>	<b>321,166,854</b>	<b>377,386,404</b>

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 26

**Date:** June 2, 2010

**Subject:** County of San Bernardino Standard Contract to Provide Payroll Services and other requested accounting services

**Recommendation:** \* Approve Contract C10257 with the County of San Bernardino to provide payroll services and other requested accounting services through June 30, 2011. The services provided to SANBAG are to be billed through the County-Wide Cost Allocation Plan (COWCAP).

**Background:** The attached contract designates the County as SANBAG's payroll agent; ensures that SANBAG maintains a sufficient cash balance to fund its payroll; and allows the County to bill SANBAG for any future payroll system development projects requested.

**Financial Impact:** The estimated County-Wide Cost Allocation Plan for payroll and other accounting services are included in the proposed 2010/2011 Indirect Cost Allocation Budget, task number ISF11.

**Reviewed By:** This item does not have prior committee approval.

**Responsible Staff:** William Stawarski, Chief Financial Officer

*Approved  
Board of Directors*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

by and between County of San Bernardino and San Bernardino Associated Governments  
for Payroll Services and Other Requested Accounting Services

CONTRACT MANAGEMENT			
<b>Check all applicable boxes:</b>			
<input checked="" type="checkbox"/> Intergovernmental	<input type="checkbox"/> Private	<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State/Local Funds
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)		<input type="checkbox"/> Underutilized DBE (UDBE)	

Finance will not process any payments without budget authority and properly executed contracts.  
Form 28 9/09 Contract Summary Sheet

## ATTACHMENT A



County of San Bernardino

FAS

## STANDARD CONTRACT

## FOR COUNTY USE ONLY

<input type="checkbox"/> New <input type="checkbox"/> Change <input type="checkbox"/> Cancel	Vendor Code	SC	Dept.	A	Contract Number	
County Department Auditor-Controller/Recorder/Treasurer/Tax Collector		Dept. AAA	Orgn. ATC	Contractor's License No.		
Contract Representative		Telephone ( ) -		Total Contract Amount \$		
Contract Type <input type="checkbox"/> Revenue <input type="checkbox"/> Encumbered <input type="checkbox"/> Unencumbered <input type="checkbox"/> Other:						
If not encumbered or revenue contract type, provide reason:						
Commodity Code		Contract Start Date	Contract End Date	Original Amount \$	Amendment Amount \$	
Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No.	Amount \$
Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No.	Amount \$
Fund	Dept.	Organization	Appr.	Obj/Rev Source	GRC/PROJ/JOB No.	Amount \$
Project Name Payroll & Accounting Services For			Estimated Payment Total by Fiscal Year			
Special Districts			FY	Amount	I/D	

THIS CONTRACT is entered into in the State of California by and between the County of San Bernardino, hereinafter called the County, and

Name

San Bernardino Associated Governments

hereinafter called District

Address

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

Telephone

(909) 884-8276

Federal ID No. or Social Security No.

33-0478781

## IT IS HEREBY AGREED AS FOLLOWS:

(Use space below and additional bond sheets. Set forth service to be rendered, amount to be paid, manner of payment, time for performance or completion, determination of satisfactory performance and cause for termination, other terms and conditions, and attach plans, specifications, and addenda, if any.)

## Auditor/Controller-Recorder Use Only

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Input Date	Keyed By

## 1. INTRODUCTION

(District), the County of San Bernardino (County), and the County of San Bernardino Auditor-Controller/Recorder/Treasurer/Tax Collector (ATC) enter into this agreement seeking to formulate and maintain a cooperative working relationship in which County and ATC will provide accounting and payroll services to District.

## 2. TERM OF THIS AGREEMENT

The term of this agreement is from July 1, 2010 to June 30, 2011, and shall be automatically renewed for successive one-year periods unless otherwise amended or terminated.

## 3. AUDITOR-CONTROLLER/RECORDER/TREASURER/TAX COLLECTOR (ATC) RESPONSIBILITIES

### A. Accounts Payable/General and Fund Accounting

ATC will provide the following services to District:

1. Permit District access to County's financial accounting system (FAS) and reports
2. Process FAS transactions for disbursements, reimbursements, deposits and adjustments to District's fund(s)

### B. Payroll Services

ATC shall provide District with payroll services consistent with the level of services provided in the previous year. Services include:

1. Issuing standard EMACS reports
2. Tax reporting and accounting services as prescribed by the IRS, State Franchise Tax Board, and State Employment Development Department
3. Payroll direct deposits
4. Labor distribution based on input from the District
5. Central files/document/records retention
6. Verification of data integrity and signature authorization, error corrections, reports, and other processes normally associated with these services. The phrase "data integrity" means that documents include all the data needed to post and that all system codes are complete and valid

### C. EMACS Services

EMACS shall provide to District technical and functional support services ("services") necessary to implement pay and/or benefit changes, subject to and conditioned upon the following provisions and limitations:

1. Services shall be provided at the direction of the EMACS Steering Committee, consisting of the Auditor-Controller/Recorder/Treasurer/Tax Collector, Human Resources Director, and Information Services Department Chief Information Officer.
2. Requests for services must be made directly to the EMACS Manager, and received in a timely manner, as provided by the EMACS Steering Committee, in order to be considered for processing.
3. Upon receipt of a request from District for said services, the EMACS team shall review the request, and shall report to District regarding the ability of EMACS to accomplish the requested change, and the estimated cost of services.
4. If the EMACS team concludes that the requested change cannot be accomplished because it goes beyond the ability of EMACS to accommodate the desired change, EMACS will notify District and shall have no obligation to pursue the change.
5. If the EMACS team concludes that the requested change cannot be accomplished because inadequate lead time exists to effect the change within the specified time frame, EMACS shall have no obligation to pursue the

**Auditor/Controller-Recorder Use Only**

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change. If District and EMACS team can agree on a time frame that can be met and will accomplish District's desired interests, then EMACS will effect the change.

6. Services provided by the EMACS team to District pursuant to this provision shall be charged on an actual cost basis (actual hours worked at the current Fee Ordinance hourly rate), and District agrees to pay the costs of each change so requested.
7. If, during any system upgrade, additional EMACS team work is required to maintain or modify any change made for District pursuant to this provision, then District shall pay for that additional work on the same basis on which the original change was accomplished.
8. Any additional programming services for changes not included in the services provided by the EMACS team will be billed separately by the Information Services Department.

#### **D. Additional Accounting and Auditing Services**

Any accounting and auditing services not addressed in this contract will be performed only upon request and will be charged to District at the rate contained in the current Fee Ordinance on file with Clerk of the Board. Unless otherwise stated in this agreement, the costs for these services will be based on actual hours worked at the rates contained in the Fee Ordinance. Any additional services requested by District will be billed directly by ATC.

#### **E. Exclusions**

Notwithstanding the previous paragraphs, pursuant to District direction and as a consequence of District transferring accounting information from the County's financial accounting system, District and ATC agree that the following services are not included in this agreement:

1. Reviewing, auditing and/or processing:
  - a) Cash difference replenishments and petty cash replenishments
  - b) Travel expenditure reimbursement claims and other claims for payment
  - c) Payments for memberships and registrations
2. Providing and maintaining ATC VISA cards
3. Issuing County fixed asset tags and related fixed asset reporting
4. Detecting and investigating fraud and/or cash losses
5. Developing personnel billing rates/indirect cost rate proposals (ICRPs)
6. Audited financial statements. District acknowledges that as a separate legal entity from County, District is not included within the audited financial statements of County.

#### **F. Authority**

The Auditor-Controller/Recorder/Treasurer/Tax Collector of San Bernardino County shall have the right to exercise the County's authority under this contract including the right to give notice of termination on behalf of the County at his sole discretion.

### **4. DISTRICT RESPONSIBILITIES**

#### **A. Cash and Investments**

1. Depository

District agrees to ensure that it shall maintain its payroll fund so that the fund has a positive balance at all times.

**Auditor/Controller-Recorder Use Only**

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## 2. Cash Deficit

District agrees that any cash deficit in said fund resulting from the provision of services under this contract and its predecessor agreements shall be charged interest at the rate of 10%.

District agrees that any cash deficit may be cause for termination of this agreement, including cessation of County payroll services to District, and County shall give 90 days advance notice of termination. If a cash deficit occurs, County agrees not to terminate contract if District: 1) deposits sufficient funds in its account within 72 hours of receipt of written notice (email), and 2) deposits all District funds to County Treasury Pool within 30 days.

### **B. Employer Identification Numbers**

1. District is required to provide its Federal Employer Identification Number (FEIN) and State Employer Identification Numbers (SEIN) to the ATC for reporting social security, Medicare, unemployment insurance, employment training, State Disability Insurance, and personal income tax withholding.
2. District is required to complete Internal Revenue Services Form 2678 appointing County as its tax reporting, depositing, and paying agent.

### **C. Audited Financial Statements**

District is required to provide ATC annually with its audited financial statements within twelve months of the fiscal year under examination in accordance with Government Code 26909(2).

### **C. Funding**

1. District agrees to fully fund its account in the County Treasury Pool for the payment of all payroll salary and benefit costs for District employees.
2. District understands and agrees that County is under no obligation to process its payroll if District has insufficient cash in County Treasury Pool to cover its payroll costs. If insufficient funds are on deposit in District's account to fully fund payroll for all District employees, County reserves the right to pay only those employees for which there are sufficient funds available, beginning with the lowest paid employees.
3. At ATC's discretion, other disbursement services may be interrupted or suspended if District's funds in the County Treasury Pool are insufficient. District assumes all liability for interrupted disbursement services if inadequate deposits are available.
4. District shall maintain 110% of the previous fiscal year's service cost billing on deposit in the County Treasury Pool. The deposit represents an estimate of the current cost of services plus 10 percent that can be transferred to the County for the cost of services provided under this contract on order of the Board of Supervisors or their designee, without formality of a claim and warrant.

### **D. Cost of Services**

1. District will reimburse ATC annually for Accounts Payable/General/Fund Accounting and Payroll services provided. Rates per unit of service will be adjusted annually to the County's State of California approved County-Wide Cost Allocation Plan (COWCAP). Charges will be based on the COWCAP rate per 1) accounts payable transaction line, 2) payroll direct deposit; and 3) general accounting transaction line. Charge to load District's annual budget to FAS will be based on actual hours worked at the current Fee Ordinance hourly rate.
2. District shall reimburse ATC separately for any requested EMACS services or additional requested accounting and/or auditing services on an actual cost basis (actual hours worked at the current Fee Ordinance hourly rate), or in accordance with separate County agreement (if applicable).

**Auditor/Controller-Recorder Use Only**

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Input Date	Keyed By

**E. Indemnification**

The District agrees to indemnify, defend (with counsel reasonably approved by County) and hold harmless the County and its authorized officers, employees, agents and volunteers from any and all claims, actions, losses, damages, and/or liability arising out of this contract from any cause whatsoever, including the acts, errors or omissions of any person and for any costs or expenses incurred by the County on account of any claim except where such indemnification is prohibited by law. This indemnification provision shall apply regardless of the existence or degree of fault of indemnities. The District's indemnification obligation applies to the County's "active" as well as "passive" negligence but does not apply to the County's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

**5. TERMINATION OF SERVICES**

**A. Termination by ATC**

ATC may give written notice to District that ATC will no longer provide a specific service. District acknowledges that causes for termination include, but are not limited to, holding cash and investments outside the County Treasury Pool, cash deficits, noncompliance with Government Code section 26909 (2), and delinquent payments of District obligations to County. ATC shall cooperate with District to ensure that a vital service provided by ATC is available from an alternate source before services are terminated. The notice shall be given at least 90 days prior to service termination.

**B. Termination by District**

District may give notice to ATC that District will no longer use a specific ATC service. The notice shall be given at least 90 days prior to service termination.

In witness whereof, the parties hereto have caused this agreement to be executed by their duly authorized officers.

COUNTY OF SAN BERNARDINO  
AUDITOR-CONTROLLER/RECORDER/  
TREASURER/TAX COLLECTOR

San Bernardino Associated Governments  
*(Print or type name of district)*

► \_\_\_\_\_  
Larry Walker, for County of San Bernardino

By ► \_\_\_\_\_  
*(Authorized signature - sign in blue ink)*

Dated: \_\_\_\_\_

Name Paul M. Eaton  
*(Print or type name of person signing contract)*

Title SANBAG President  
*(Print or Type)*

Dated: \_\_\_\_\_

► \_\_\_\_\_  
Larry Walker, Auditor-Controller/Recorder/Treasurer/Tax Collector

Dated: \_\_\_\_\_

**Auditor/Controller-Recorder Use Only**

<input type="checkbox"/> Contract Database	<input type="checkbox"/> FAS
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*Minute Action*

AGENDA ITEM: 27

**Date:** June 2, 2010

**Subject:** Process for the Formation of the Measure I Independent Taxpayers Oversight Committee (ITOC)

**Recommendation:\*** Approve the following recommendations in relation to the formation of the ITOC:

- 1) Form an ad-hoc subcommittee of the Administrative Committee to select the Measure I Independent Taxpayer Oversight Committee (ITOC). The Subcommittee would consist of five members as follows:
  1. SANBAG Board President
  2. SANBAG Board Vice President
  3. Representative of the Mountain/Desert Subregion (Mike Leonard, Hesperia)
  4. Representative of the East Valley Subregion (Patrick Morris, San Bernardino)
  5. Representative of the West Valley Subregion (Dennis Yates, Chino)
- 2) Adopt the schedule shown on Attachment B for the selection process to insure that the ITOC is selected before the end of September 2010 as specified by Measure I.

**Background:** When Measure I was renewed by the voters, it included a requirement that an ITOC be formed. An excerpt from Measure I Ordinance 04-01 covering the ITOC

*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

is included as Attachment A. The ITOC will provide citizen review to ensure that all Measure I funds are spent by SANBAG in accordance with provisions of the Measure I Expenditure Plan.

Measure I states that there will be an open process to select the five committee members. The committee members are required to possess the following credentials:

1. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
2. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure "I" funding.
3. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
4. One member who is a current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
5. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.
6. The SANBAG Board President and the SANBAG Executive Director shall serve as ex-officio members of the ITOC.

Listed below are additional requirements established in the Measure I Ordinance with regards to the ITOC.

- Committee members shall serve staggered four-year terms.
- In no case shall any voting committee member serve more than eight years on the ITOC.
- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the county or a full time staff member of any city, the county government, local transit operator, or state transportation agency.

- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, either due to expiration of term, death or resignation the nominating body for that committee shall nominate an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.
- ITOC voting members shall have no legal action pending against SANBAG and are prohibited from acting in any commercial activity directly or indirectly involving SANBAG, such as being a consultant during their tenure on the ITOC.
- ITOC voting members shall not have direct commercial interest or employment with any public or private entity, which receives Measure I funds.

Outlined on Attachment B is a procedure and schedule for ITOC selection. Once the members have been selected, an initial ITOC meeting will be scheduled to go over the duties, responsibilities and expectations of the ITOC. ITOC members will also need to draw straws for terms. Measure I states that ITOC members will serve staggered terms. Two members will have initial two year terms and the other three would have normal four year terms.

**Financial Impact:** This item will have no impact on the proposed Fiscal Year 2010/2011 budget. Activities to select the ITOC and provide staff support to the ITOC will be absorbed by Task 50411000 Measure I Administration – Valley and Task 50511000 Measure I Administration – Mountain/Desert.

**Reviewed By:** This item was reviewed by the Administrative Committee on May 12, 2010 and unanimously recommended for approval.

**Responsible Staff:** Duane A. Baker, Director of Management Services

## Attachment A

### Independent Taxpayer Oversight Committee (ITOC)

**ITOC Goal and Function.** Voter approval of this Measure "I" shall result in creation of an Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to ensure that all Measure "I" funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 04-01.

**Audit Requirement.** A bi-annual fiscal and compliance audit shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the San Bernardino County Transportation Authority as defined by the Governmental Accounting Standard Board and the financial and compliance audits of the member jurisdictions.

**Role of Financial and Compliance Audit and the ITOC.** The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

**Membership and Selection Process.** The Authority shall have an open process to select five committee members, which shall include solicitation of trade and other organizations to suggest potential nominees to the committee. The committee members shall possess the following credentials:

- One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure "I" funding.
- One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One member who is a current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.
- The Chair and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

**Terms and Conditions for Committees.** Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.

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## Attachment A

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the county or a full time staff member of any city, the county government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, either due to expiration of term, death or resignation the nominating body for that committee shall nominate an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.

### **ITOC Operation Protocols.**

- Given the thirty-year duration of the tax extension, the ITOC shall be appointed 180 days after the effective date of the tax extension (April 1, 2010) and continue as long as Measure "I" revenues are collected.
- Authority Board of Directors and staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

**Conflict of Interest.** ITOC voting members shall have no legal action pending against the Authority or San Bernardino Associated Governments and are prohibited from acting in any commercial activity directly or indirectly involving the Authority or San Bernardino Associated Governments, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity, which receives the transportation tax funds authorized by the voters in this Ordinance.



## Attachment B

### Independent Taxpayer Oversight Committee (ITOC) Selection Schedule

DATE	ACTIVITY
May 12, 2010	Administrative Committee approves ITOC selection schedule and subcommittee.
June 2, 2010	Board of Directors approves the ITOC selection schedule and subcommittee. Formally request Board members to identify potential candidates and to encourage those individuals to apply.
June 3, 2010	Advertise openings and begin outreach to trade groups and likely candidates.
July 2, 2010	Application period for ITOC candidates closes.
July 6, 2010	SANBAG staff screens applications for eligibility under the criteria established in Measure I.
July 14, 2010	Selection committee screens eligible applications and selects those to interview.
July 15, 2010	SANBAG staff informs applicants selected for interview.
July 28, 2010	Subcommittee holds interviews and makes recommendations.
August 11, 2010	Subcommittee recommendations presented to Administrative Committee for approval.
September 1, 2010	Subcommittee recommendations presented to SANBAG Board for approval.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

AGENDA ITEM: 28

**Date:** June 2, 2010

**Subject:** Execution of Agreements for the SANBAG Alternative Fuel Project

- Recommendation:\***
1. Authorize the SANBAG Plans and Programs Policy Committee (PPC) to approve Agreements with California Energy Commission (CEC), Ryder Truck Rental, Inc., and the Southern California Association of Governments (SCAG) as the Administrator of the Southern California Clean Cities Program, as well as an amendment to an existing agreement with the Department of Energy (DOE); and
  2. Direct Staff to report to the SANBAG Board any actions taken by the PPC.

**Background:** On August 26, 2009, Vice President Biden, along with DOE Secretary Chu, announced that SANBAG was successful in receiving funding from the Clean Cities' Fiscal Year (FY) 09 Petroleum Reduction Technologies Projects for the Transportation Sector. The following week, the CEC announced that SANBAG was a recipient of an Assembly Bill 118 grant award, created and designed specifically to provide match funding to the DOE Clean Cities grant. These two grants total \$19.2 million and will be used towards the transition of over 200 tractor/trailer vehicles to natural gas, as well as the construction of two natural gas fueling stations, improvements to maintenance facilities and training.

Project partners, which will be sub recipients to the grant funding, include the Southern California Association of Governments (acting as the Southern California Clean Cities Coalition) which will provide outreach and marketing, and Gladstein Neandross & Associates which will provide technical and administrative support. The original project fleet partner was J.B. Hunt Transport, Inc., which houses 121 large tractor trailers for local deliveries at the intermodal rail yard in San Bernardino.

\*

*Approved*  
*Board of Directors*

*Date:* June 2, 2010

*Moved:* *Second:*

*In Favor:* *Opposed:* *Abstained:*

*Witnessed:* \_\_\_\_\_

At the January 6, 2010 Board meeting, SANBAG approved the execution of an agreement with the DOE and as a result, the DOE funds have been obligated by the federal government. On February 2, 2010, SANBAG received documentation from J.B. Hunt stating they were withdrawing from the project. Fortunately, the DOE and CEC granted SANBAG time to find a replacement fleet for the project. On March 3, 2010, the SANBAG Board approved the contract with GNA to provide administrative and technical assistance to the project. On April 7, 2010, the SANBAG Board approved the selection of Ryder Truck Rental, Inc., as its new project partner. Both CEC and DOE have provided preliminary approval of Ryder as SANBAG's substitute fleet partner for the project.

SANBAG has been working diligently with all project partners to finalize the remaining funding agreement with the CEC, to amend the contract with DOE to reflect the new project partner and changes to the budget, as well as executing agreements with Ryder and SCAG for project implementation. The CEC contract must be executed and funds obligated before June 30, 2010, to satisfy a funding requirement (source of CEC funds are Assembly Bill 118 funds). Since the final CEC contract and DOE amendment will not be available by the June 2<sup>nd</sup> SANBAG Board meeting, Staff requests that the Board authorize the PPC to approve these agreements. Having final drafts of these agreements are critical so that those terms and conditions can be incorporated into the Ryder and SCAG agreements. Upon contract execution, Staff will report back to the Board on the final Agreements.

- Financial Impact:*** Staffing and expenses to assist with the oversight of the DOE and CEC grants, are included in the FY 2009/2010 Budget - Task Number 81210000. Funding sources: Measure I Transportation Management and Environmental Enhancement funding, Local Transportation Funds, Planning and DOE funding. Funding for the Ryder contract and consultant services related to this item are included in Task No. 81211000 in the revisions to the SANBAG FY10/11 budget schedule for adoption on June 2, 2010.
- Reviewed By:*** This item had no prior Policy Committee Review. This item was reviewed by SANBAG Legal Counsel.
- Responsible Staff:*** Marla Modell, Air Quality/Mobility Programs Specialist

- 
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
- 

*Minute Action*

AGENDA ITEM: 29

**Date:** June 2, 2010

**Subject:** Construction Zone Enforcement (COZEEP) services for Freeway Construction Projects

**Recommendation:\*** Approve Amendment No. 1 to C09085 with the California Highway Patrol to extend the period of performance for providing Construction Zone Enhanced Enforcement Program (COZEEP) services for major freeway projects through June 30, 2011.

**Background:** In November 2008, the Board approved Contract No. C09085 with the California Highway Patrol in the amount of \$1,000,000 for Construction Zone Enhanced Enforcement Program (COZEEP) services for major freeway projects on either State Routes or Interstates. The agreement is set to expire on June 30, 2010, however, many of the freeway projects identified in the agreement are still under construction and significant value remains under the original contract amount. The subject amendment will extend the time of performance by one year, through June 30, 2011.

Projects requiring COZEEP services include the I-215 Widening and the SR-210/I-215 Connectors in the City of San Bernardino, the I-10/Riverside Interchange in the City of Rialto, I-10 Westbound Widening in the Cities of Redlands and Yucaipa, State Route 210 Landscaping in the Cities of Fontana, Rialto and San Bernardino, and other project locations as may be requested by SANBAG.

\*

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*Approved*  
*Board of Directors*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

During the May 2010 Major Projects Committee meeting, there was discussion regarding the need for SANBAG to fund the cost of these services and whether the cost of this contract is reasonable.

Existing construction cooperative agreements with Caltrans require SANBAG to construct projects on the State Highway System in accordance with State and Federal requirements. Caltrans' Construction Manual specifically requires COZEEL for full freeway closures and where two or more freeway lanes are closed. The manual also provides guidance for construction personnel to consider COZEEL services for closure of a single freeway lane and for nighttime closures of ramps and connectors. SANBAG's ongoing freeway projects often require nighttime closures of multiple freeway lanes, ramps and connectors which triggers the requirement for SANBAG to request CHP assistance in providing COZEEL services.

The subject amendment does not change the original contract amount of \$1,000,000 which at the time the contract was negotiated, represented the estimated cost for CHP to provide the required COZEEL services for several SANBAG freeway projects along SR-210, I-215 and I-10. Under the terms of the agreement, CHP invoices SANBAG for the costs of providing COZEEL services on SANBAG freeway projects. Through March 14<sup>th</sup>, 2010, SANBAG has expended approximately \$310,000 for services provided under this contract. Based on estimates for ongoing construction projects, we expect to expend the remaining \$690,000 on COZEEL services during the next 12 months.

**Financial Impact:** This action does not have any financial impact on the 2009/2010 Fiscal Year Budget.

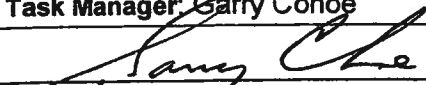
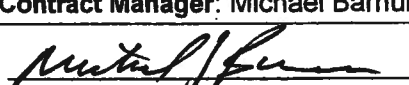

**Reviewed By:** This item was reviewed and recommended for approval (14-2-0; Opposed: Derry and Graham), by the Major Projects Committee on May 13, 2010. SANBAG Counsel has reviewed and approved the subject amendment as to form.

**Responsible Staff:** Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. **C09085-01**  
by and between  
**San Bernardino County Transportation Authority**  
and  
**Department of California Highway Patrol**  
for  
**Construction Zone Enhanced Enforcement Program**

FOR ACCOUNTING PURPOSES ONLY						
<input checked="" type="checkbox"/> Payable	Vendor Contract # 8R860001	Retention:	<input type="checkbox"/> Original			
<input type="checkbox"/> Receivable	Vendor ID <u>CHP1</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment			
Notes: This amendment is a time extension.						
Original Contract: \$ <u>1,000,000</u>		Previous Amendments		\$ <u>0</u>		
		Previous Amendments		\$ <u>0</u>		
		Contingency / Allowance Total:				
Contingency / Allowance Amount \$ <u>0</u>		Current Amendment:		\$ <u>0</u>		
		Current Amendment Contingency / Allowance:		\$ <u>0</u>		
Contingency Amount requires specific authorization by Task Manager prior to release.						
<b>Contract TOTAL ►</b>						<b>\$ <u>1,000,000</u></b>
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
Original Board Approved Contract Date:				<u>12/3/2008</u>	Contract Start: <u>1/1/2009</u>	Contract End: <u>6/30/2010</u>
New Amend. Approval (Board) Date:				<u>6/2/2010</u>	Amend. Start: <u>6/30/2010</u>	Amend. End: <u>6/30/2011</u>
Allocate the <b>Total Contract Amount</b> or <b>Current Amendment</b> amount between <b>Approved Budget Authority</b> in the current year and <b>Future Fiscal Year(s) Unbudgeted Obligation</b> .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>0</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ <u>0</u>
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>(VARIOUS)</u> (C-Task may be used here.).						
<input type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input checked="" type="checkbox"/> Intergovernmental	<input type="checkbox"/> Private
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State/Local Funds

Task Manager: <u>Garry Cohoe</u>		Contract Manager: <u>Michael Barnum</u>	
 Task Manager Signature	<u>5/7/10</u> Date	 Contract Manager Signature	<u>5/7/10</u> Date
 Chief Financial Officer Signature	<u>5/19/10</u> Date		

**STANDARD AGREEMENT AMENDMENT**

STD. 213 A (Rev 6/03)

☐ CHECK HERE IF ADDITIONAL PAGES ARE ATTACHED \_\_\_\_\_ Pages

AGREEMENT NUMBER	AMENDMENT NUMBER
<b>8R860001</b>	<b>1</b>
REGISTRATION NUMBER	

1. This Agreement is entered into between the State Agency and Contractor named below:

STATE AGENCY'S NAME

Department of California Highway Patrol

CONTRACTOR'S NAME

San Bernardino Associated Governments

2. The term of this

Agreement is January 1, 2009 through June 30, 2011

3. The maximum amount of this \$1,000,000.00

Agreement after this amendment is: (One Million Dollars and Zero Cents)

4. The parties mutually agree to this amendment as follows. All actions noted below are by this reference made a part of the Agreement and incorporated herein:



Letter of Agreement # 8R860001, dated 12/03/2008 is hereby amended to extend the agreement term for one (1) year.

Page 2 of 5, Item 7 shall now read:

***The term of this Agreement shall be January 1, 2009, through June 30, 2011.***

All other terms and conditions shall remain the same.

**IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.**

<b>CONTRACTOR</b>		<b>CALIFORNIA</b> Department of General Services Use Only
CONTRACTOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)		
<u>Department of California Highway Patrol</u>		
BY (Authorized Signature)	DATE SIGNED (Do not type)	
		
PRINTED NAME AND TITLE OF PERSON SIGNING		
<u>L. A. Paolini, Chief, Administrative Services Division</u>		
ADDRESS		
<u>PO Box 942898</u> <u>Sacramento, Ca 94298-0001</u>		
<b>STATE OF CALIFORNIA</b>		
AGENCY NAME		<input type="checkbox"/> Exempt per:
<u>San Bernardino Associated Governments</u>		
BY (Authorized Signature)	DATE SIGNED (Do not type)	
	<u>June 2, 2010</u>	
PRINTED NAME AND TITLE OF PERSON SIGNING		
<u>Paul M. Eaton, President, SANBAG Board of Directors</u>		
ADDRESS		
<u>2211 Western Ave., San Bernardino, CA 92410</u>		

# **AGENCY REPORTS**



## JUNE COMMUTER RAIL REPORT

### 1. PATRONAGE

#### **San Bernardino Line:**

Ridership on the San Bernardino Line decreased slightly (<1%) from last month and was down 9% from the same month in 2009. So far, May patronage is back up, currently averaging 11,907 passenger trips per weekday.

San Bernardino Line Saturday service stayed about the same as last month but was up almost 4% in a year-to-year comparison. Preliminary May data points to a significantly stronger month with a current average of 4,492 passenger trips per Saturday.

Sunday average ridership on the San Bernardino Line was almost 10% lower than the average last month and was just slightly (<1%) slower compared to April 2009. As of mid-May, average Sunday ridership is higher than April with a current average of 2,519 passenger trips per Sunday.

#### **Riverside-Ontario-Los Angeles Line:**

Ridership on the Riverside Line decreased 1% from last month. April 2010, however, was 4% higher than April 2009. A preview look at May ridership figures suggests somewhat stronger patronage with the current May average at 5,455 passenger trips per weekday.

#### **Inland Empire-Orange County (IEOC) Line:**

April average daily ridership on the IEOC Line increased 2% from last month but was down 5% from the same month last year. At this point, May patronage is lower than April with the average daily ridership currently at 4,078 passenger trips per weekday.

#### **Total System:**

System wide, April average daily ridership dipped just a bit (<1%) from March while dropping more than 5% from April 2009. Early data for May puts ridership up from April with the current average at 41,114 passenger trips per weekday.

**Table 1**

**Average Weekday Daily Ridership\***

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
April 2010	11,744	5,388	4,213	40,419
April 2009	12,890	5,181	4,436	42,686
% Change	- 8.9%	+ 4.0%	- 5.0%	- 5.3%

\* Adjusted for Holidays

**Table 2**

**Average Weekend Ridership**

	<u>San Bernardino</u> <u>Saturday</u>	<u>San Bernardino</u> <u>Sunday</u>
April 2010	3,740	2,342
April 2009	3,610	2,358
% Change	+ 3.6%	- 0.7%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

**San Bernardino Line:**

April on-time performance for the San Bernardino Line improved compared to March. Although inbound trains held steady at 96% on time, outbound trains gained four percentage points from March to finish April on time 97% of the time. Of the forty reported delays, twelve were caused by Metrolink operations and another eleven were due to mechanical difficulties.

**Riverside-Ontario-Los Angeles Line:**

The Riverside Line showed an impressive improvement in on-time performance from March to April. Inbound trains picked up four percentage points and outbound trains gained six points to finish April 100% and 96% on-time, respectively. Mechanical difficulties caused six of the seventeen reported delays.

**Inland Empire-Orange County (IEOC) Line:**

On-time performance for the IEOC Line also improved from March to April. Southbound trains picked up two percentage points to perform on time 98% of the time and northbound trains gained six points, from 91% on time in March to 97% on time in April. "Other" operations issues accounted for half of the eight reported delays.

**Table 3**

**On Time Performance**

**% of weekday trains arriving w/in 5 min of scheduled time**

**(April 2010 vs. April 2009)**

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So	No
April 2010	96%	97%	100%	96%	98%	97%
April 2009	93%	95%	99%	99%	97%	97%



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

May 11, 2010

**Members of the  
Governing Board:**

**Chairman**  
**Dr. William A. Burke**  
Speaker of the Assembly  
Appointee

**Vice Chairman**  
**Dennis R. Yates**  
Mayor, Chino  
Cities of San Bernardino County

**Michael D. Antonovich**  
Supervisor, Fifth District  
County of Los Angeles

**Marion Ashley**  
Supervisor, 5<sup>th</sup> District  
County of Riverside

**Michael A. Cacciotti**  
Councilmember, South Pasadena  
Cities of Los Angeles County/  
Eastern Region

**Bill Campbell**  
Supervisor, Third District  
County of Orange

**Jane W. Carney**  
Senate Rules Appointee

**Josie Gonzales**  
Supervisor, Fifth District  
County of San Bernardino

**Ronald O. Loveridge**  
Mayor, City of Riverside  
Cities of Riverside County

**Joseph K. Lyon, Ph.D.**  
Governor's Appointee

**Judith Mitchell**  
Councilmember, Rolling Hills Estates  
Cities of Los Angeles County/  
Western Region

**Jan Perry**  
Councilmember, 9<sup>th</sup> District  
City of Los Angeles Representative

**Miguel A. Pulido**  
Mayor, Santa Ana  
Cities of Orange County

**To: Mayors and Councilmembers**

**From: Dennis R. Yates, Mayor/City of Chino**  
Vice Chairman, South Coast AQMD Governing Board  
Representative, Cities of San Bernardino County

Attached are the agenda items and the outcome of the May 7, 2010, AQMD Governing Board meeting, and a preview of the items for discussion at the June 4, 2010 meeting.

**PUBLIC HEARING ITEMS AT MAY 7, 2010 BOARD MEETING:**

**Adopt Executive Officer's FY 2010-11 AQMD Budget and Work Program**

The Executive Officer's Budget for FY 2010-11 represents the input over the past several months from Board members, staff, and the public. This year's process included meetings from the Budget Advisory Committee; a public hearing on February 5, 2010 to receive input on the AQMD's Program Goals and Objectives; and two budget workshops, one for the public held on April 22 and one for the Board held on April 30, 2010. This submittal transmits the required appropriations and reserves necessary to adopt the proposed budget.

**Votes: 9 Yes; 0 No; 1 Abstain (on R.317 portion only); 4 Absent**

**Amend Regulation III – Fees**

Staff is proposing a limited number of amendments to Regulation III – Fees to better align program revenues with program costs with minimal cost impacts. Other proposed amendments clarify rule provisions and make administrative changes that have no revenue impact. Staff is also proposing to adjust fee rates by 2.1% consistent with the CPI increase for this fiscal year. However, staff is recommending that the Board forgive the CPI increase for the annual operating permit and emission fees.

**Votes: 9 Yes; 0 No; 1 Abstain (on R.317 portion only); 4 Absent**

## **PUBLIC HEARINGS SET FOR JUNE 4, 2010 BOARD MEETING:**

### **Amend Rule 317 – Clean Air Act Non-Attainment Fees**

*(Continued from the May 7, 2010 Board Meeting.)*

The newly proposed amendments are designed to comply with Section 185 of the federal CAA and incorporate flexibilities afforded pursuant to the recently released guidance by U.S. EPA.

### **Amend Rule 1144 – Vanishing Oils and Rust Inhibitors**

*(Continued from the April 2, 2010 Board Meeting.)*

Rule 1144 was adopted on March 6, 2009 which partially implemented Control Measure CTS-01 – Emission Reductions from Lubricants (CTS-01). The current proposal will expand the applicability of the rule to include Direct-Contact Lubricants and Metalworking Fluids by establishing VOC limits effective January 1, 2012. The proposal also prohibits the sale of non-compliant fluids, requires annual sales reporting and product labeling, and incorporates a recently validated thermogravimetric test method for determining VOC content. These amendments will fully implement Control Measure CTS-01.

### **Proposed Amended Rule 1143 – Consumer Paint Thinners and Multi-purpose Solvents**

On April 1, 2010, the Los Angeles County Superior Court kept Rule 1143 in effect with the exception of the final VOC limit of 25 g/L for consumer paint thinners and multi-purpose solvents. Staff is proposing to rescind the 25 g/l VOC limit to comply with the judgment and writ issued. This proposed amendment will result in foregoing 3.81 tons per day of VOC emission reductions. Staff, however, plans to readopt the 25 g/l VOC limit subsequent to addressing CEQA-related flammability issues with the use of acetone, as required by the Court.

### **Amend Rule 1193 – Clean On-Road Residential and Commercial Collection Vehicles**

Amendments are proposed to Rule 1193 to address recent court decisions on fleet rule applicability in terms of modifying the scope of the rule to apply to government fleets. In addition, amendments are proposed to require the use of alternative-fuel solid waste collection vehicles when government agencies issue contracts for new or renewed solid waste collection services for both commercial and residential service.

**Adopt Proposed Rule 1420.1 - Emissions Standard for Lead From Large Lead-acid Battery Recycling Facilities**

On October 15, 2008, the U.S. EPA amended the National Ambient Air Quality Standard (NAAQS) for Lead. The standard has been lowered from 1.5 µg/m<sup>3</sup> to 0.15 µg/m<sup>3</sup> in order to provide an adequate margin of safety that would ensure the protection of public health. Based on current monitoring data, large lead-acid battery recycling facilities are one of the largest sources of lead. Proposed Rule 1420.1 establishes additional requirements for large lead-acid battery recycling facilities to meet attainment of the new NAAQS for Lead.

**Amend Regulation XXVII - Climate Change and Establish Bank for Rule 2702 - Greenhouse Gas Reduction**

The proposed amendments include adding a greenhouse gas reduction protocol for boiler and process heater efficiency improvements and would establish a bank for certified emission reductions. The proposed amendments would also no longer require CARB approval of protocols, as they are not providing review of voluntary greenhouse gas protocols.



**REPORT:** Mobile Source Air Pollution Reduction Review Committee

**FROM:** Gwenn Norton-Perry, SANBAG Representative to the MSRC

**SYNOPSIS:** Below is a summary of key issues addressed at the MSRC's meeting on April 15, 2010. Note the MSRC did not meet in March. The MSRC's next meeting is Thursday, May 20, 2010.

---

#### **Meeting Minutes Approved**

At its April 15, 2010 meeting, the MSRC unanimously approved the minutes from its February 18, 2010 meeting.

#### **Additional Funds Awarded for Alternative Fuel School Buses**

The MSRC allocated \$3 million for the implementation of its Alternative Fuel School Bus Incentives Program as part of its FY 2008-09 Work Program. The MSRC has two qualified vendors to implement this Program, which provides \$60,000 for full-size CNG school buses and \$40,000 for propane buses. One of those vendors A-Z Bus Sales has already been allocated \$2.14 million for bus incentives. At its April 15, 2010 meeting the MSRC approved an additional \$120,000 to A-Z Bus Sales to provide incentives for two CNG buses for Colton Joint Unified School District. The MSRC's second qualified vendor BusWest requested the award of a contract and funds in the amount of \$240,000 for four CNG buses, two for Morongo Band of Mission Indians and two for Colton Joint. The AQMD will consider these awards at its May 7, 2010 meeting.

#### **RFP for Telework Program as Part of FY 2009-10 Work Program**

The MSRC had allocated \$150,000 as part of its FY 2009-10 Work Program for the design, implementation and evaluation of telework programs. To determine possible ideas and interest, they released a Program Opportunity Notice. After reviewing the four proposals received in response to the PON, the MSRC's Technical Advisory Committee recommended that an RFP be prepared and released to solicit proposals to design and implement telework programs. The MSRC is expected to consider the RFP at its next meeting; it will go to the AQMD Board for subsequent approval before it is released.

#### **Correction of Award to City of Fullerton**

As part of the MSRC's FY 2009-10 Work Program, the City of Fullerton was awarded funds for alternative fuel infrastructure and natural gas vehicles. The award unfortunately

was described incorrectly to both the MSRC and AQMD Board as a project to upgrade an existing CNG station and purchase two heavy-duty natural gas trucks. The project should have been described as the installation of a new CNG station and purchase of two heavy-duty natural gas trucks. Additionally, it was not made clear that the \$110,125 award was to augment an earlier partial award of \$339,875 for the same project, resulting in a total award of \$450,000 for the project. At its April 15, 2010 meeting, the MSRC approved this corrected award. The AQMD Board will consider the corrected award at its May 7, 2010 meeting.

#### **Update on Implementation of Clean Fuel Transit Service to Dodger Stadium**

At its previous meeting the MSRC awarded a \$300,000 sole-source contract to the Los Angeles County Metropolitan Transportation Authority (Metro) to demonstrate a clean fuel transit service to Dodger Stadium as part of the MSRC's FY 2009-10 Work Program. A report was provided to the MSRC on the implementation of the clean fuel transit service known as the Dodger Stadium Express, which launched on opening day. Riders can catch the Express at Union Station simply by showing their Dodger game ticket. While six clean fuel transit buses will be used for the service, which will be available for all home games during the 2010 season, Metro employed 20 clean fuel buses for opening day to shuttle the 1,400 riders that took advantage of the new service. An LA Times article published on April 10, 2010 was discussed. Overall publicity and interest have been favorable.

#### **Contract Modification Requests**

At its April 15, 2010 meeting, the MSRC considered contract modification requests and took the following unanimous actions:

1. For City of Inglewood Contract #ML06039, which provides \$50,000 to modify a maintenance facility, approval of a ten-month, no-cost term extension;
2. For City of Burbank Contract #MS07069, which provides \$8,895 to demonstrate retrofits on off-road construction equipment under the Showcase Program, approval of a 16-month, no-cost term extension in addition to the two-month administrative extension already granted;
3. For City of Los Angeles, Bureau of Sanitation Contract #MS07080, which provides \$63,192 to demonstrate retrofits on off-road construction equipment under the Showcase Program, approval of an 18-month, no-cost term extension; and
4. For Dan Copp Crushing Contract #MS07075, which provides \$73,600 to demonstrate retrofits on off-road construction equipment under the Showcase Program, approval of an 18-month, no-cost term extension.

#### **Contracts Administrator's Report**

The MSRC's AB 2766 Contracts Administrative provides a written status report on all open contracts from FY 2002-03 through the present.



# **ADDITIONAL INFORMATION**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	P. Gilbreath	L. McCallon		P. Gilbreath
District 7 (San Bernardino, Highland)	L. McCallon	D. Robertson		
District 8 (Rialto, Fontana)	D. Robertson	P. Eaton	P. Eaton	
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton	G. Duncan		G. Duncan
District 10 (Chino, Chino Hills, Ontario)	G. Duncan	B. Jahn		
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	B. Jahn	G. Coleman		G. Ovitt
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	G. Coleman	G. Ovitt		
San Bernardino County	G. Ovitt			
SANBAG Acting as County Transportation Commission	K. Chastain			K. Chastain
SANBAG Subregional Appointees*		B. Cortes	J. Williams	E. Graham
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		G. Norton-Perry	E. Scott	J. Pomierski
		M. Leonard		

#### Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

#### Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

#### Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

#### Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles:

10:00 a.m., Policy Committees  
12:00 noon, Regional Council

#### Policy Committees

**Community, Economic, and Human Development:** Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

**Energy and Environment:** Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, **Transportation and Communications:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

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**Policy Committee Meeting Times**

Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail & Transit Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 12:00 noon, SANBAG Offices

Only Committee Meetings	Second Wednesday, 9:00 a.m., SANBAG Offices
Administrative Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Commuter Rail & Transit Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Major Projects Committee	Third Friday, 9:00 a.m., Apple Valley
Mountain/Desert Committee	Third Wednesday, 12:00 noon, SANBAG Offices
Plans & Programs Committee	

## SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Audit Subcommittee of the Administrative Committee</b></p> <p>In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board. Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> <li>• Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit.</li> <li>• Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit.</li> </ul>	<p>Audit Subcommittee (for FY 2008-2009 Audit)</p> <ul style="list-style-type: none"> <li>- SANBAG President – Paul Eaton, Montclair</li> <li>- Vice President – Brad Mitzelfelt, Supervisor</li> <li>- Immediate Past President – Gary Ovitt, Supervisor</li> <li>- Presidential Appointment – Pat Gilbreath, Redlands</li> </ul>
<p><b>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</b></p> <p>In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.</p> <p>In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair Mark Nuaimi, Fontana Pat Gilbreath, Redlands Richard Riddell, Yucaipa Larry McCallon, Highland</p>
<p><b>Ad Hoc Committee on Consolidated Transportation Services Agency</b></p> <p>This new Ad Hoc Steering Committee was approved by the Board of Directors on December 2, 2009. The SANBAG President has appointed seven members to the newly created committee.</p> <p>Terms end on or before 12/31/2010.</p>	<p>Makes recommendations to the Commuter Rail and Transit Committee and Board of Directors on designation of a Consolidated Transportation Services Agency for the San Bernardino Valley to coordinate the delivery of transportation services to seniors, disabled persons and persons of low income.</p>	<p>Pat Eaton, Montclair Gary Ovitt, Supervisor Josie Gonzales, Supervisor Pat Morris, San Bernardino Kelly Chastain, Colton Dennis Yates, Chino Richard Riddell, Yucaipa</p>

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996